

COTTAM & Co.,
GENERAL OUTFITTERS, &c.
ARE SHOWING
A very Cheap Line
In TENNIS SHOES,
DECK SHOES,
WALKING SHOES,
&c. &c. &c.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES NO. 553 日一廿月二年三十二號光

TUESDAY, MARCH 23, 1897.

二月廿三日三月廿三日

THIRTY DOLLARS
PER ANNUM.

JOB PRINTING.
THIS department of the
Hongkong Telegraph
Having been reorganized with a
large assortment of type, orders
can now be executed quickly
and in the best style.
Address—6, Pedder's Hill,
Hongkong.

BANKS.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital.....\$1,000,000
Subscribed Capital.....\$500,000

HEAD OFFICE—HONGKONG.

Court of Directors—
D. Gillic, Esq. Chow Tung Shang, Esq.
H. Stoltzendorf, Esq. Kwan Ho Chuen, Esq.
Chau Kit Shan, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Paid-up Capital.....\$10,000,000

Reserve Fund.....\$3,500,000

Reserve Liability of Proprietors.....\$10,000,000

Court of Directors:
St. C. Michaelson, Esq.—Chairman.
Hon. J. J. Bell-Irving, Esq.—Deputy Chairman.
C. Beurmann, Esq. A. I. Raymond, Esq.
G. D. Boësing, Esq. R. L. Richardson, Esq.
G. B. Dodwell, Esq. D. R. Sisson, Esq.
R. M. Gray, Esq. R. Shaw, Esq.
A. McConechie, Esq. N. A. Stebs, Esq.

Chief Manager:
Hongkong—T. JACKSON, Esq.

Manager:
Shanghai—J. P. Wade Gardner, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:

For 3 months, 2½ per Cent. per Annum.

For 6 months, 3 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 27th February, 1897.

HONGKONG SAVINGS BANK:

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3½ PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$800,000

RESERVE LIABILITY OF SHARE-

HOLDERS.....\$800,000

RESERVE FUND.....\$350,000

INTEREST ALLOWED on CURRENT

ACCOUNT on the Rate of 2 per cent. per

Annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" " " 6 " 3½ "

" " " 3 " 3½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 19th October, 1896.

For Sale.

FOR SALE.

EX S.S. "TACOMA,"

GOOD AND PURE BEER.

From the MINNEAPOLIS BREWING CO., U.S.A.

GOLDEN GRAIN BELT LAGER BEER,

EXTRA PALE.

In Cases of 4 doz. Quarts or 6 doz. Pints at \$1.

One WATERBURY NICKEL WATCH will be

given away with every two cases of Beer.

Family and Pocket Coin Purses will be

supplied, and sample bottles given to consumers.

BARRETTO & Co.,

Agents for the

MINNEAPOLIS BREWING CO.

Hongkong, 8th March, 1897.

MANAGER.

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KORE.

Hongkong, 15th March, 1896.

Intimation.

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS,

"EXCELSIOR," HONGKONG.

A. B. C. Code.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN

QUEEN'S ROAD.

TIFFIN AT 1 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in

PRIVATE DINING-ROOMS.

For further particulars apply to

THE MANAGER,

MOUNT AUSTIN HOTEL.

Hongkong, 2nd July, 1896.

INSURANCES.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

Authorised Capital.....\$1,000,000
Subscribed Capital.....\$500,000

HEAD OFFICE—HONGKONG.

Court of Directors—

D. Gillic, Esq. Chow Tung Shang, Esq.

H. Stoltzendorf, Esq. Kwan Ho Chuen, Esq.

Chau Kit Shan, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.

Hongkong, 23rd October, 1893.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Paid-up Capital.....\$10,000,000

Reserve Fund.....\$3,500,000

Reserve Liability of Proprietors.....\$10,000,000

Court of Directors:

St. C. Michaelson, Esq.—Chairman.

Hon. J. J. Bell-Irving, Esq.—Deputy Chairman.

C. Beurmann, Esq. A. I. Raymond, Esq.

G. D. Boësing, Esq. R. L. Richardson, Esq.

G. B. Dodwell, Esq. D. R. Sisson, Esq.

R. M. Gray, Esq. R. Shaw, Esq.

A. McConechie, Esq. N. A. Stebs, Esq.

Chief Manager:

Hongkong—T. JACKSON, Esq.

Manager:

Shanghai—J. P. Wade Gardner, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:

For 3 months, 2½ per Cent. per Annum.

For 6 months, 3 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 27th February, 1897.

HONGKONG SAVINGS BANK:

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3½ PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$800,000

RESERVE LIABILITY OF SHARE-

HOLDERS.....\$800,000

RESERVE FUND.....\$350,000

INTEREST ALLOWED on CURRENT

ACCOUNT on the Rate of 2 per cent. per

Annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" " " 6 " 3½ "

" " " 3 " 3½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 19th October, 1896.

For Sale.

FOR SALE.

EX S.S. "TACOMA,"

GOOD AND PURE BEER.

From the MINNEAPOLIS BREWING CO., U.S.A.

GOLDEN GRAIN BELT LAGER BEER,

EXTRA PALE.

In Cases of 4 doz. Quarts or 6 doz. Pints at \$1.

One WATERBURY NICKEL WATCH will be

Co-dap's
Advertizements.

THEATRE ROYAL,
CITY HALL
SOCIETY'S REUNIONS
A MAGNIFICENT SUCCESS
A GREAT AND GLORIOUS RECEPTION.

HUDSON'S SURPRISE
PARTY.

THE DONATORS OF MIRTH AND MUSIC
STAR ARTISTS

A GREAT DEMONSTRATION
Accorded by a packed house on Saturday Night
to witness this unique and amusing
entertainment.

Two Hours of Incessant Music and Laughter,
Overflowing with Life and Action.
A Perpetual Flow of Mirth. Transforming
Tears into Laughter.

A BLIZZARD OF SHRIEKES AND LAUGHTER.
Fun beyond all Imagination.
And, "Don't you forget it!"

TO-NIGHT! TO-NIGHT! TO-NIGHT!!!
MONSTER CHANGE OF PROGRAMME.

PRICES OF ADMISSION:—\$3; \$2 & \$1.
Box Plan at Messrs. W. RODHORN & Co.'s
Music Warehouse.

Doors Open at 8.30. Smiling Begins at 9.15.
THOS. P. HUDSON.
Hongkong, 23rd March, 1897. [499]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship
"DORIC".

are hereby notified that their Goods are being
landed and stored at their risk in the Company's
Godowns at Wan Chai, from whence delivery may
be obtained on countersignature of Bills of
Lading.

Goods remaining unclaimed after the 30th
instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.

Hongkong, 23rd March, 1897. [500]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI, via SWATOW.

THE Company's Steamship

"WOOSUNG."

Captain Jones, will be despatched as above TO-
MORROW, the 24th instant, at Noon.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd March, 1897. [485]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"NAMOA."

Captain Hall, will be despatched for the above
Ports on THURSDAY, the 25th instant, at
Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 23rd March, 1897. [501]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR F.O.C.HOW.

THE Company's Steamship

"KANSU,"

Captain Sommerville, will be despatched as
above on THURSDAY, the 25th inst., at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd March, 1897. [502]

Notifications.

DAKIN, CRUCKSHANK &
COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARAPARILLA.

R ASPBERRYADE, &c.

Dakin, Cruckshank & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist, and will bear compari-
son with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEETINGS and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 1st March, 1897. [3792]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

NOTICES TO RESPONDENTS.

It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Manager, Hongkong
Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and
not to individual members of the staff.

Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily
by his signature.

Whilst the columns of the *Hongkong Telegraph* will always
be open for the full discussion by correspondents of all questions
affecting public interest, it must be distinctly understood
that the paper holds in no way hold biased opinions
expressed in any way.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for
insertion in this day's issue not later than Three o'Clock so as
not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a
fixed period will be discontinued.

The *Hongkong Telegraph* has the largest circulation of any
English newspaper published in the Far East, and is therefore the
best medium for Advertisers. Terms can be learnt on application.

The *Hongkong Telegraph*'s number at the Telephone Central
Exchange is No. 1. Telegraphic address—"Telegraph,
Hongkong."

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

W I N E S
AND
S P I R I T S.

ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on
Application.

P O R T after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the DISPENSARY before being sent out.

S H E R R Y.—Excellent Dinner and Alter Dinner
Wines of very superior Vintages. All are
true Xeres Wines.

C L A R E T.—Our Claret, including the lowest
Priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.

B R A N D Y.—All our Brandy is guaranteed to be
pure COONAC, the difference in price being
merely a question of age and vintage.

W H I S K E Y.—All our Whiskey is of excellent
quality and of greater age than most brands
in the market. THE SCOTCH WHISKY
marked "E." is universally popular, and is
principally by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

We only guarantee our WINES and SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Coast Ports.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

Hongkong, 15th September. 1897. [16]

BIRTHS.

At Tientsin, on the 7th instant, the wife of J.
Marshall Stratton, of a son.

At Tientsin, on the 8th instant, the wife of D.
Poyntz Ricketts, of a son.

On the 9th instant, at Her Majesty's Consulate,
Amoy, the wife of Lieutenant J. K. Laird, R.N.,
H.M.S. *Daphne*, of a daughter.

On the 10th instant, at Newchwang, the wife of
W. Sloss, of a son.

At No. 4, Hongkong Road, on the 16th instant,
the wife of E. P. Wickham, of a daughter.

At No. 8, Seward Road, Shanghai, on the
17th instant, the wife of Leonard J. Day, British
and Foreign Bible Society, of a son.

Local and General.

TRAINING for the Tientsin Spring Meeting
commences on the 17th instant.

MESSRS. LIDDELL BROS. & CO., of Shanghai,
have established a branch at Tientsin.

A CHINESE "doctor" and his wife were sen-
tenced to 12 months' hard labour to-day for
bringing a girl into the colony for immoral pur-
poses.

A TELEGRAM from the Hague to the *Locomotives*
states that the Amsterdam-Delft Tobacco Com-
pany has declared a dividend of 15 per cent. for
the past year.

**Fatal Accident on H.M.S.
GIBRALTAR.**

Information has reached London that a fatal
accident occurred, on Feb. 11th on the cruiser
Gibraltar, on the Cape of Good Hope station.
While party of seamen were testing—primarily
for 11-inch torpedoes the following were killed:
Arthur Molly, able seaman; Joseph H. Judd,
leading seaman; Albert W. Robe, able seaman,
all belonging to Portsmouth Division; and
Charles Hambley, first-class petty officer, of
Devonport.—Morning Post.

The *Gibraltar* was commissioned on January
14th last year for the special Service Squadron,
but before the dispersal of the fleet she was sent to
the Cape. She was out here with reliefs in
1895.

**Fatal Accident on H.M.S.
GIBRALTAR.**

Information has reached London that a fatal
accident occurred, on Feb. 11th on the cruiser
Gibraltar, on the Cape of Good Hope station.
While party of seamen were testing—primarily
for 11-inch torpedoes the following were killed:
Arthur Molly, able seaman; Joseph H. Judd,
leading seaman; Albert W. Robe, able seaman,
all belonging to Portsmouth Division; and
Charles Hambley, first-class petty officer, of
Devonport.—Morning Post.

Information has reached London that a fatal
accident occurred, on Feb. 11th on the cruiser
Gibraltar, on the Cape of Good Hope station.
While party of seamen were testing—primarily
for 11-inch torpedoes the following were killed:
Arthur Molly, able seaman; Joseph H. Judd,
leading seaman; Albert W. Robe, able seaman,
all belonging to Portsmouth Division; and
Charles Hambley, first-class petty officer, of
Devonport.—Morning Post.

Information has reached London that a fatal
accident occurred, on Feb. 11th on the cruiser
Gibraltar, on the Cape of Good Hope station.
While party of seamen were testing—primarily
for 11-inch torpedoes the following were killed:
Arthur Molly, able seaman; Joseph H. Judd,
leading seaman; Albert W. Robe, able seaman,
all belonging to Portsmouth Division; and
Charles Hambley, first-class petty officer, of
Devonport.—Morning Post.

Information has reached London that a fatal
accident occurred, on Feb. 11th on the cruiser
Gibraltar, on the Cape of Good Hope station.
While party of seamen were testing—primarily
for 11-inch torpedoes the following were killed:
Arthur Molly, able seaman; Joseph H. Judd,
leading seaman; Albert W. Robe, able seaman,
all belonging to Portsmouth Division; and
Charles Hambley, first-class petty officer, of
Devonport.—Morning Post.

Information has reached London that a fatal
accident occurred, on Feb. 11th on the cruiser
Gibraltar, on the Cape of Good Hope station.
While party of seamen were testing—primarily
for 11-inch torpedoes the following were killed:
Arthur Molly, able seaman; Joseph H. Judd,
leading seaman; Albert W. Robe, able seaman,
all belonging to Portsmouth Division; and
Charles Hambley, first-class petty officer, of
Devonport.—Morning Post.

Information has reached London that a fatal
accident occurred, on Feb. 11th on the cruiser
Gibraltar, on the Cape of Good Hope station.
While party of seamen were testing—primarily
for 11-inch torpedoes the following were killed:
Arthur Molly, able seaman; Joseph H. Judd,
leading seaman; Albert W. Robe, able seaman,
all belonging to Portsmouth Division; and
Charles Hambley, first-class petty officer, of
Devonport.—Morning Post.

Information has reached London that a fatal
accident occurred, on Feb. 11th on the cruiser
Gibraltar, on the Cape of Good Hope station.
While party of seamen were testing—primarily
for 11-inch torpedoes the following were killed:
Arthur Molly, able seaman; Joseph H. Judd,
leading seaman; Albert W. Robe, able seaman,
all belonging to Portsmouth Division; and
Charles Hambley, first-class petty officer, of
Devonport.—Morning Post.

Information has reached London that a fatal
accident occurred, on Feb. 11th on the cruiser
Gibraltar, on the Cape of Good Hope station.
While party of seamen were testing—primarily
for 11-inch torpedoes the following were killed:
Arthur Molly, able seaman; Joseph H. Judd,
leading seaman; Albert W. Robe, able seaman,
all belonging to Portsmouth Division; and
Charles Hambley, first-class petty officer, of
Devonport.—Morning Post.

Information has reached London that a fatal
accident occurred, on Feb. 11th on the cruiser
Gibraltar, on the Cape of Good Hope station.
While party of seamen were testing—primarily
for 11-inch torpedoes the following were killed:
Arthur Molly, able seaman; Joseph H. Judd,
leading seaman; Albert W. Robe, able seaman,
all belonging to Portsmouth Division; and
Charles Hambley, first-class petty officer, of
Devonport.—Morning Post.

Information has reached London that a fatal
accident occurred, on Feb. 11th on the cruiser
Gibraltar, on the Cape of Good Hope station.
While party of seamen were testing—primarily
for 11-inch torpedoes the following were killed:
Arthur Molly, able seaman; Joseph H. Judd,
leading seaman; Albert W. Robe, able seaman,
all belonging to Portsmouth Division; and
Charles Hambley, first-class petty officer, of
Devonport.—Morning Post.

Information has reached London that a fatal
accident occurred, on Feb. 11th on the cruiser
Gibraltar, on the Cape of Good Hope station.
While party of seamen were testing—primarily
for 11-inch torpedoes the following were killed:
Arthur Molly, able seaman; Joseph H. Judd,
leading seaman; Albert W. Robe, able seaman,
all belonging to Portsmouth Division; and
Charles Hambley, first-class petty officer, of
Devonport.—Morning Post.

Information has reached London that a fatal
accident occurred, on Feb. 11th on the cruiser
Gibraltar, on the Cape of Good Hope station.
While party of seamen were testing—primarily
for 11-inch torpedoes the following were killed:
Arthur Molly, able seaman; Joseph H. Judd,
leading seaman; Albert W. Robe, able seaman,
all belonging to Portsmouth Division; and
Charles Hambley, first-class petty officer, of
Devonport.—Morning Post.

Information has reached London that a fatal
accident occurred, on Feb. 11th on the cruiser
Gibraltar, on the Cape of Good Hope station.
While party of seamen were testing—primarily
for 11-inch torpedoes the following were killed:
Arthur Molly, able seaman; Joseph H. Judd,
leading seaman; Albert W. Robe, able seaman,
all belonging to Portsmouth Division; and
Charles Hambley, first-class petty officer, of
Devonport.—Morning Post.

Information has reached London that a fatal
accident occurred, on Feb. 11th on the cruiser
Gibraltar, on the Cape of Good

THE HONGKONG TELEGRAPH, TUESDAY, MARCH 23, 1897.

NEWS BY THE AMERICAN MAIL.

LONDON, February 22nd.

Blanche, Marchioness of Waterford, is dead.

The afternoon newspapers comment favorably upon the announcement made by the American correspondent of the London *Times* that Colonel John Hay has been selected by President-elect McKinley to be the successor of Bayard as Ambassador of the United States.

The *Pall Mall Gazette* says: The selection is in every way admirable. Great Britain has always been fortunate in the Americans it has sent to us, and Mr. Bayard's successor she is particularly so.

M. Blondin, the celebrated tight-rope walker, who was the first person to cross Niagara Falls on a tight rope, died from diabetes to-day at Ealing, a suburb of London.

A dispatch to the *Daily Mail* from Berlin says: Emperor William is confined to his room by reason of an abscess on his right knee. He will probably be ill and unable to leave the palace for several days.

Speaking in the Commons on the bombardment of Canes Sir William Vernon Harcourt, the Liberal leader, who was loudly cheered by the Opposition, said the time had come when the voice of England ought to be heard. *Confucius*, "What are we doing there? What is the interposition of England? Why are we in Crete? What are we doing there? The only policy worthy of the Government of England," said Sir William, "is to catch Crete from Turkey's rule. Public opinion is shocked at England appearing as the active opponent of the Greeks. The bombardment has placed England in a false position in the eyes of the world. I protest that Great Britain should not take up arms against a people fighting for freedom."

WASHINGTON, February 22nd.

Senator Sherman said to-day in reference to the pursued interview with himself in the New York *Journal*, in which he was quoted as favoring war with Spain:

"It is a lie from beginning to end. I am surprised that the journal should make such a statement. I wish you would denounce it as emphatically as possible."

No further steps were taken by the State Department to-day in the case of Dr. Ruiz, the American citizens murdered in his cell at Guadaluca.

HAVANA, February 22nd.

Consul-General Lee has resigned. His letter resigning his position under certain conditions goes by the next mail. He determined some days ago to take such a step if he were not upheld in his efforts to protect all American citizens in Cuba. The Consul-General asked the State Department that he be authorized to demand the release of citizens of the United States confined in Cuban prisons under the same illegal conditions as was the ill-fated Ruiz. Such authorization has not been granted him.

THE LIGHT DUES QUESTION.

PROTEST OF BRITISH SHIPOWNERS.

The following letter has been addressed to the Secretary of State for the Colonies by the representatives of the principal British Steamship Lines trading with this Colony (with the exception of the Indo-China Steam Navigation Company, Ltd., which decided to sign it) protesting against the imposition of a permanent tax of 2½ cents per ton on shipping entering the port, and urging that the port should again be constituted an absolutely free one:

London, 13th February, 1897.

SIR.—We have the honour to address you in reference to a proposal that a fixed charge of 2½ cents per ton should in future be imposed as Light Dues on all shipping entering the harbour of Hongkong, made at a meeting of the Legislative Council of that Colony held on 3rd December last, when this proposal received the concurrence of His Excellency the Governor, the circumstances of the case being as follows:—

Previous to April, 1890, the impost levied on shipping under the denomination of Light Dues was made at the rate of 1 cent per ton, but at a meeting of the Legislative Council held on the 13th December, 1889, an Ordinance was passed authorizing a special addition to this charge of 1½ cents per ton, for the purpose of meeting the expenditure to be incurred in connection with the erection of the Gap Rock Lighthouse. At this meeting it was, however, stated by His Excellency Sir William des Voeux, that at that time the Governor of Hongkong, that this additional tax would be called the Gap Rock Lighthouse Tax, and that it would cease when the Gap Rock Lighthouse expenditure was paid off. A verbal report of the circumstances under which this pledge was given will be found in the annexed copy of a letter from the General Chamber of Commerce to the Colonial Secretary at Hongkong, dated the 20th July, 1890.

In that letter it is also pointed out that, in accordance with an official return issued by the Hongkong Government, the total amount raised under this additional levy of 1½ cents per ton had exceeded the sum expended on the Gap Rock Lighthouse, the telegraphic cable connecting it with Hongkong, and the cost of maintenance, by upwards of \$10,000, and the Committee of the Chamber of Commerce, therefore, suggested that the time had arrived to ask the Government to redeem the pledge given by Sir William des Voeux, and to abolish this additional tax on shipping.

It appears that, beyond the mere acknowledgement of its receipt, no reply has been made by the Government to the letter of the Chamber of Commerce, but on the 3rd December last it became publicly known in Hongkong (through the medium of a correspondence on this subject, which was published in the *China Mail* of that date) that His Excellency the Governor had, on the 12th November, made a private communication to the Unofficial Members of the Legislative Council to the effect that this additional levy, if continued, was estimated to yield during the year 1890 about \$65,000, and that if it were withdrawn, the official estimates of expenditure for the year 1890 would exceed the revenue by that amount. He, therefore, requested their opinion whether it would be preferable to continue to levy Light Dues at the total rate of 2½ cents per ton, or to devise some alternative source of revenue in order to make good the deficiency in the official estimates which would result if the special charge of 1½ cents per ton were abolished, as suggested by the Chamber of Commerce.

Having regard to the dates of the letter from the Chamber of Commerce (3rd July, 1890) and of His Excellency the Governor's communication to the Unofficial Members (that November, 1890), it seems unquestionable that the estimates referred to in the latter must have been prepared by the Government a considerably later date than the question of abolishing the additional levy was brought to their notice, whilst the financial difficulty which the Unofficial Members were requested to solve was not placed before them until a comparatively short

period before the estimates referred to had to be officially discussed and passed.

We refrain from making any observations on the facts of the case, thus brought under your notice, but the matter will be found to be set forth in further detail in the letter from the Hon. T. H. Whitehead to His Excellency the Governor of Hongkong, dated the 2nd December, 1890, which is included in the published correspondence above referred to.

In replying to the communication from His Excellency the Governor, the Unofficial Members of Council were unanimous in considering that he should redeem the pledge given by his predecessor, to the effect that the special Light Dues rate should cease; but the majority of them echoed the suggestion made in His Excellency's letter that for the future a fixed rate of 2½ cents per ton should be imposed as Light Dues on all shipping entering the harbour. But it must be pointed out that the Unofficial Members of Council present at the meeting at which the subject was discussed, were who in favour of this proposal, were absolutely unconnected with the shipping interest of the port, and were mainly representatives of landed property rather than of commercial enterprise.

In bringing this fact under your notice, we do not for one moment impute any anti-shipping action on the part of these gentlemen, but we simply call attention to what must reasonably be felt to be the natural bias of their views. As soon as the action of His Excellency the Governor became publicly known in Hongkong, it called forth a protest from the shipping and mercantile interests affected, copy of which is also attached. It will be seen from this document that the present estimated cost of the whole Lighthouse establishments of the Colony amounts to less than \$17,000 per annum, whilst the estimated amount to be raised by the imposition of a charge on shipping of 2½ cents per ton is \$113,000 per annum. It is, therefore, beyond question that the proposed fixed additional charge of 1½ cents per ton is to be devoted to purposes in no way connected with shipping; and, in view of the fact that the advancement and welfare of Hongkong is due to its having been a free port, we submit that the unfairness and unwise of the proposed tax are clearly apparent.

We, therefore, respectfully express the hope that you will instruct His Excellency the Governor of Hongkong that the additional charge of 2½ cents per ton, under the denomination of Light Dues, which was imposed in the imminent way, for the purpose of covering a given expenditure on the Gap Rock Lighthouse, should now be discontinued, and that it shall not be reimposed on either a totally different ground.

We venture to add that, in our judgment, it would be for the true interest of the Colony that the port of Hongkong should be restored to that status of perfect freedom which so long existed, for it was this freedom from dues and imposts of all kinds which made Hongkong the important entrepot of trade that it now is, and which would be certain to advance its prosperity still further as one of the great shipping ports of the world. We have the honour to be, Sir, your most obedient servants,

H. H. JO RHP.

Secretary P. & O. S. N. Co., Ocean Steamship Co.

J. S. SWI X.

JOHN SWIKE & SONS, Managers China Navigation Co., Ltd., MCGREGOR, GOW & CO., "Glen" Line.

For the China Mutual S. N. Co., Ltd., W. A. GULLAND, Managing Director, M. SAMUEL & CO., "Shell" Line.

The Mogul Steamship Co., Limited, H. S. KENNEDY, Secretary.

Jenkins & Co., Limited, NOEL J. JENKINS, "Shire" Line, Director.

W. M. THOMPSON & CO., "Bee" Line.

WILLIAM G. PEARCE, Chairman of Scottish O. S. Co., Ltd., and Chairman Northern P. S. Co. To the Right Hon. Joseph Chamberlain, Secretary of State for the Colonies.

* This correspondence was also published in the *Hongkong Telegraph* on the 3rd December, 1896.

NAVAL AND MILITARY NOTES.

The Star, top-doboot destroyer, built by Palmer's Shipbuilding Company, lately went through her steam trials. She attained an average speed of 32.05 knots.

The official trial of the torpedo-boat Jeannette, built by Messrs. Yarrow for Chile, took place last month, when a speed of 35.2 knots was obtained.

The keel of the new battleship Ocean was laid at Devonport last month.

Measles of a mild form has broken out on board the Impregnable, a training ship at Devonport, on which there are about 1,300 boys.

The Medical Staff Corps are no longer to be instructed in the transport of sick and wounded by litter, and those means of conveyance have been withdrawn from the equipment of the Corps.

The Committee of the Royal Military Tournament having ascertained that a large number of representatives of the Colonial forces will be in London during the tournament, have decided to offer prizes for intercolonial competitions. They are also arranging Colonial displays in which the soldiers of Great Britain will take part.

The Ladies' Central Committee of the Navy League gave an "At Home," by permission of Mrs. Symon Thompson, at 33, Cavendish Square, last day. Dr. Maguire, and Sir Richard Temple were present.

We are pleased to see that the powerful harbour-defence ship *Tweed* is at present moored in the town, instead of in her usual berth at Kowloon. When the "strained relations" at present existing in Europe are taken into consideration, one cannot but feel that the Naval Authorities have now provided against all contingencies which may possibly arise in the near future. We feel convinced that the residents will sleep the sounder for the knowledge that such a powerful vessel is watching over them.

Surely nothing is to be feared whilst the *Tweed* and *Aberdare* are here, in all their glory, to defend us!

Says the Army & Navy Gazette:—Should any necessity arise for still further strengthening the British Mediterranean fleet, the *Zednham*, first-class cruiser, Captain W. Wilson, and the *Aberdare*, second-class cruiser, Captain John Ferrie, which left Portsmouth on 14th February with a relief crew for the China Station, can be attached by Admiral Sir John O. Hopkins, on their passage through the Mediterranean, while the *Royal Arthur*, first-class cruiser, Capt. King Hall will leave Portsmouth shortly with a relief crew for the Australia Station, and will also pass through the Mediterranean, so that she, too, may be detained if necessary. The *Blandford*, cruiser, Captain F. C. Bridgeman, has left Portsmouth to rejoin the Channel Squadron, and convey as far as Gibraltar the *Monarch*, Captain R. O. B. Bruce. The *Monarch* is by no means a modern battleship, but should it be considered necessary she can be diverted from her trip to the Cape, where she is to be employed as receiving ship, and be temporarily attached to the Mediterranean Fleet.

Having regard to the dates of the letter from the Chamber of Commerce (3rd July, 1890) and of His Excellency the Governor's communication to the Unofficial Members (that November, 1890), it seems unquestionable that the estimates referred to in the latter must have been prepared by the Government a considerably later date than the question of abolishing the additional levy was brought to their notice, whilst the financial difficulty which the Unofficial Members were requested to solve was not placed before them until a comparatively short

THE WOOSUNG RAILWAY.

IMPERIAL EDICT.

An edict arrived here (Shanghai) on the 17th March and is already operative, by which the price of land held by native owners may be purchased for the Woosung Railway at prices varying from Tls. 30 to Tls. 200 per mu according to location. The purchase of foreign-owned land may require some adjustment, and which provision is now being made.

At present almost the whole of the route is pegged out, starting from the Woosung end, and the raising of the road bed is about to be commenced, while from 500 to 600 mu of granite ballast for the line has already been delivered by native contractors. All possible despatch is being used to hurry the line along and the various obstacles which beset it at the outset are gradually being overcome.—*Mercury*.

MARITIME CASUALTIES.

COLLISION OF "FF. FOOTOUNG."

SHANGHAI, March 20th. An unfortunate accident happened to-day in the river. On the arrival of the *Yeijo Maru*, Capt. Hawell, to-day, and when opposite the Pootung wharves she left, got her anchor, and in swimming round the same in contact with the *Clan Mackenzie*. Before getting clear of each other both vessels were seriously damaged, the *Clan Mackenzie* had a hole knocked in each bow, besides having her head gear, etc., carried away.

The *Praya Maru* was placed on trial, charged with having on the 14th inst. murdered his wife Chan Shui at the Ki Shang boarding house, No. 28, Praya Central. Prisoner pleaded not guilty. The Attorney-General (Mr. W. M. Goodman) conducted the prosecution and Mr. J. Francis, Q.C. (instructed by Mr. K. W. Mounter), appeared for the accused.

The jury was as follows:—Messrs. A. MacAskill, R. Martin, D. Gillies, A. P. McEwen, F. D. Goddard and D. R. F. Crawford.

The Attorney-General stated the facts of the case, and said that the prisoner and the deceased came here from San Francisco in the steamer *City of Rio* about the 19th February. He described the wife's disappearance and the subsequent finding of her body in a box, and traced her movements before she was missed. The Attorney-General then went on to indicate the evidence that would be given by a fellow passenger of deceased.

Mr. Francis objected to the statement, saying that he had not received notice of this, and it did not appear in the depositions taken at the Police Court.

The Attorney-General said there was no rule of law here that one side was bound to give to the other side details of what they could prove by witnesses after the examination at the Police Court had closed.

His Lordship said it was the fairer and more correct course to the prisoner that the other side should be furnished with all details of the evidence to be given. There was no absolute rule of law, but he thought that counsel in fairness and for convenience should not open the evidence in greater detail than had been given notice of.

The Attorney-General resumed his address, describing the finding of the body and other circumstances, as published in this Journal on the 16th instant, which he said pointed to the guilt of prisoner.

Ham Hung, a Chinese constable, then gave evidence regarding the arrest of prisoner.

To Mr. Francis—None of the constables at the arrest were in uniform. Witness had told prisoner he was a constable and was searching for arms, and prisoner made no objection to him entering the room.

Inspector Stanton asked prisoner the name of deceased and he replied "Chun Sul." The prisoner and the Inspector spoke in Chinese, using the Canton dialect.

To His Lordship—Witness did not notice any blood about the place when making his search for arms. When the body was first exposed prisoner made no remark, but his face turned red. He made no effort at all to leave the room when the box was being opened. The cord around the box was tied tightly.

Dr. Herbert Lloyd Penny, R.N., now serving at the Government Civil Hospital, described the result of an autopsy he had made on the body. There was an incised wound 4 in. long in the throat and the external jugular on the left side and the superficial structure were divided.

There was a bruise around the right wrist and one on the back of the hand. Death had taken place not less than 24 hours before, and was due to hemorrhage from the wound in the throat. Had a surgeon been called in when the woman was first inflicted the woman's life could have been saved.

To the Attorney-General—The bruises could have been caused by a man holding her. It would have been possible for the wound in the throat to have been self-inflicted.

To Mr. Francis—The wound was deeper on the left side than the right. It was the sort of wound that would be produced by a right-handed person cutting his own throat. There was a slight abrasion of the skin on the lip of deceased, possibly caused by rough handling after death. The body might have been dead three days when he examined it. The chopper produced could have inflicted the wound described. He saw some slight marks or stains on the blade.

To His Lordship—Deceased might have lived for an hour without attention after being wounded.

To Mr. Francis—The windpipe was not severed and deceased could have called out after being wounded. Rigor mortis might begin within two hours and three days.

To His Lordship—The wound was made with a driving cut and began at the left side. Such a wound would not prevent a person struggling. The Chinese interpreter of the charge room next related the circumstances previous to the prisoner making the statement.

The Attorney-General asked that the statement be placed as evidence.

Mr. Francis objected, raising the point that no statement was admissible unless evidence from all the persons present was taken to show that threats were made previous to the prisoner making the statement to Inspector Stanton when he was arrested.

His Lordship upheld the objection.

The following was the statement put in by the Attorney-General and read by the Interpreter:—

"Chun Sul returned with me from the port of San Francisco. Chun Sul promised to go with me to my native country. I asked her to go with me. She said that she wished to remain and hire a room to practise prostitution, until she could find a good man. I said that I had money enough for both and that there was no need of her to become a prostitute. For several days she used to go out without letting me know. I advised her several times to tell me where she went, but she would not. I said I would beat her and I told her not to go out, but she said she didn't care. I beat her and cut her neck with the knife used to chop meat."

Inspector Stanton was then called and said that on entering the room he saw the prisoner in the custody of P.C. 137 and saw the trunk in the passage. The pins were broken, and he lifted the cover. In the tray there was a large number of pieces of clothing stained with blood (produced) and a large blanket also stained. Underneath he found the body of a woman.

Further evidence having been given by Inspector Stanton the Court adjourned until tomorrow morning.

REGISTRY OF BRITISH SHIPS.

(Re Merchant Shipping Act, 1893.)

The following notification is published in the Shanghai papers:—

"Notice is hereby given that the Commissioners of Customs, under the Power given to them by Section 65 of the above-named Act and with the consent of the Board of Trade, have made certain alterations in the forms set out

Intimations.

It is

WASTE OF TIME

for us to "puff" our preparations, as every maker's goods are "the best" in his own estimation.

PEACH-BLOSSOM SOAP

AND

CHAMPAGNE BITTERS,

are number ONE.

Proprietors,
Hongkong, 13th February, 1897.

WATKINS & CO.,

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR."

Captain McArthur, will be despatched for the above Ports on THURSDAY, the 25th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures a plentiful supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

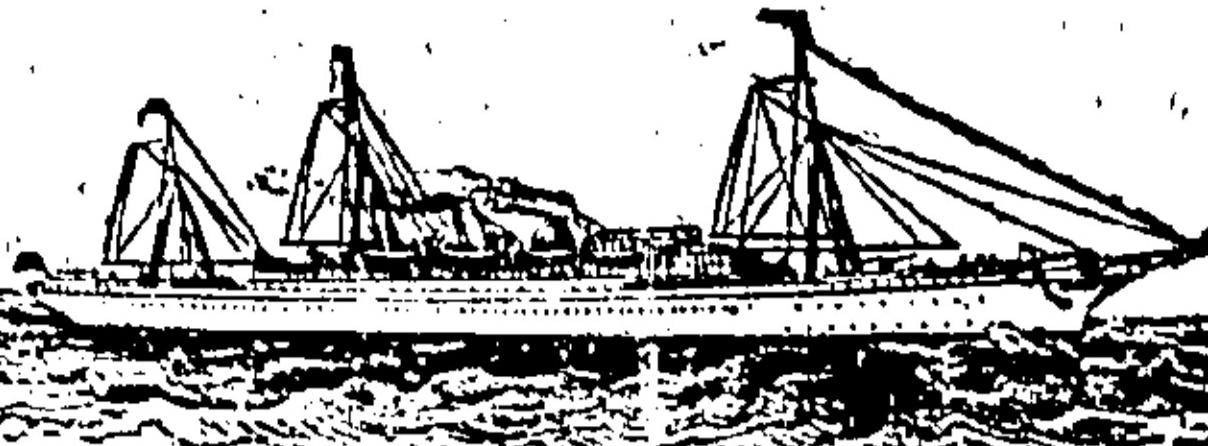
Hongkong, 16th March, 1897. [405]

NOTES.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.

1897.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comds. R. Archibald, R.N.R....WEDNESDAY, 7th April.

EMPEROR OF INDIA...Comds. O. P. Marshall, R.N.R....WEDNESDAY, 28th April.

EMPEROR OF JAPAN...Comds. H. Pybus, R.N.R....WEDNESDAY, 19th May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 6 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CAR AND MOUNTAIN MOPELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pulder's Street. [3]

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of staying either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Nurses are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,
YOKOHAMA.DR. KNORR'S
ANTI-PYRINEpatented
"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.) SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea 1 to 2 per cent, solutions possess similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.
(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TOKIO MARU."

Captain E. S. Birrell, will be despatched for the above Ports on FRIDAY, the 26th March, at 4 P.M.

This Steamer possesses Superior Passenger Accommodation and carries a duly qualified Doctor and a European Stewardess.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA, Hongkong, 22nd February, 1897. [333]

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient Inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL and BREMEN.)

THE Steamship

"IRENE."

Captain R. Schäfer, will be despatched for the above Ports on SATURDAY, the 27th instant, at 5 P.M.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 22nd March, 1897. [495]

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.
(Subject to Alteration.)

Chittagong..... | Saturday..... | 27th March.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"CHITTACONG."

will be despatched hence for VICTORIA (B.C.), and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 27th March.

Consular Invoices of Goods for United States Ports should be in QUADRUPLETS; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further Information as to Passage and Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 16th March, 1897. [403]

OCEAN STEAMSHIP COMPANY, FOR LONDON, VIA SUEZ CANAL

THE Company's Steamship

"PATROCLUS."

Captain Birrell, will be despatched as above on MONDAY, the 29th instant.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd March, 1897. [494]

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA MOJI, KOBE AND YOKOHAMA.

(Through Passenger Tickets and Bills of Lading issued for the principal Cities in the UNITED STATES, CANADA and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)

THE Company's Steamship

"WAKANOURA MARU."

Captain Allen, will be despatched hence on THURSDAY, the 1st April, at 4 P.M. for MOJI and KOBE, forming connection at the latter port with the Company's Steamship "MATSUMA MARU," which will take on the Cargo and Passengers destined for SEATTLE and POINTS BEYOND.

Consular Invoices for the United States should be in QUADRUPLETS, and one Copy must be mailed by the Steamer to the care of the Freight Agent, Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA, Hongkong, 22nd March, 1897. [497]

FOR NEW YORK, VIA SUEZ CANAL.

THE British Steamship

"BRECONSHIRE."

Captain Peebles, will be despatched for the above Port on or about the 3rd April.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 5th March, 1897. [409]

FOR NAGASAKI AND VLADIVOSTOCK.

THE Company's Steamship

"JACOB DIEDERICHSSEN."

Captain Schlesinger, will be ready to load here on or about FRIDAY, the 9th April, for the above Ports, and will have quick despatch.

For Freight, apply to

MELCHERS & CO., Agents.

Hongkong, 17th March, 1897. [474]

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOCK,

VIA SHANGHAI, CHEFOO, CHEMULPO,

NAGASAKI, FUSAN AND GENSAN,

THE Company's Steamship

"TOTOMI MARU"

will be despatched as above on FRIDAY, the 9th April, at 4 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA, Hongkong, 22nd March, 1897. [498]

FOR SAN FRANCISCO.

THE American Bank

"COLOMA."

Noyes, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 16th March, 1897. [479]

FOR NEW YORK, VIA SUEZ CANAL.

THE British Steamship

"FLUID."

Sole Agents for FERGUSON'S SPECIAL CREAM

P. & Q. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT MELCHERS' PRICES.

Hongkong, 16th March, 1897. [479]

FOR NEW YORK, VIA SUEZ CANAL.

THE British Steamship

"FLUID."

SOFT SOAP.

SAFETY DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & CO., Bank Buildings.

Weybridge, Surrey, Eng.

DODWELL, CARLILL & CO., General Agents.

Hongkong, 16th March, 1897. [479]

NOTES.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERAK, GULF, CONT